



Good stuff.



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October 1, 2013

## MCM Perspective on MDT and Oversize Loads

MCM surveyed members and pilot car companies that move and flag for oversize loads. I should note that most companies did not want their names associated with the survey.

First should be noted that MCM and its members believe the overall process in Montana works well. MCM feels that Montana for the most part has one of the best and most efficient processes for most oversize loads in the western region. MDT's online process provides fast and efficient service.

Most problems that have occurred carriers say happened in the last six months as MDT employees have started to ask a number of questions that were not asked before.

Route survey should include.

Your emergency plan.

You need to call all affected communities and local governments you will be passing through.

Must notify all utilities if over height.

Most of these are good ideas but case in point, emergency plan is good as long as standardized, parameters set so companies know what they can do.

Affected communities MDT should provide list of numbers to call, many towns in Montana do not even have a person in charge.

Notify Utilities of over height vehicles, a number of companies did this then MDT said you didn't notify us, that should be clear in permit that MDT and utilities need to be notified.

REVENUE & TRANSPORTATION

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**Exhibit 13**

City of Missoula permit, we believe that MDT has erred in letting the City of Missoula require permits for use of a State Maintained highway. In most cases shipper is not notified of this requirement and in many cases causes delay of 4-10 days for Missoula to complete work while load sits. What Missoula county and City do with their own streets is OK but to require a city permit on a state highway is wrong.

Requirement to centerline and stop traffic over all bridges.

This requirement presents problems for Pilot Car operators as some have been ticketed by local authorities as nowhere in statute do the Pilot Cars have the authority to stop vehicles, even though a permit may require it. MCM does not support damaging our bridges but this requirement should be analyzed more closely as the requirement to do this on Interstate with traffic flowing 80 MPH coming to an abrupt stand still is a safety issue. Most loads do not use the Interstate but many were required to because of protests and judicial rulings during the megaloads moves.

MCM is actively working with MDT to solve some of these problems, but felt legislators should understand what's happening when called by their constituents. Legislators should also understand that MDT has been a good partner to work with as they are interested in the safe and efficient movement of goods in Montana and we look forward to working with them to find solutions to these issues.

I would be happy to answer any questions at the right time.

Spook